11. Encourage use of AOPA Noise Awareness Steps by propeller aircraft.

The Aircraft Owners and Pilots Association (AOPA) has published "noise awareness steps" for pilots of light, propeller driven aircraft. They inform pilots of the best ways to operate their aircraft to reduce noise. These steps will be incorporated into future versions of the Scottsdale Airport Pilot Guide and will be distributed to operators of aircraft based at Scottsdale.

12. Encourage aircraft on approach to Runway 21 to avoid overflights of residential areas whenever possible.

Housing developments are scattered across the area north to northeast of the airport. In some of these areas, the surface elevation is much higher than the airport elevation. This means that aircraft may be quite low in these areas, especially when they are making approaches to land on Runway 21. Because housing is still somewhat dispersed, it is possible for aircraft approaching from the west to avoid direct overflights of housing areas by lining up for a relatively short final approach (1.0 to 1.5 miles) to Runway 21. This will be encouraged through updated versions of the Scottsdale Airport Pilot Guide.

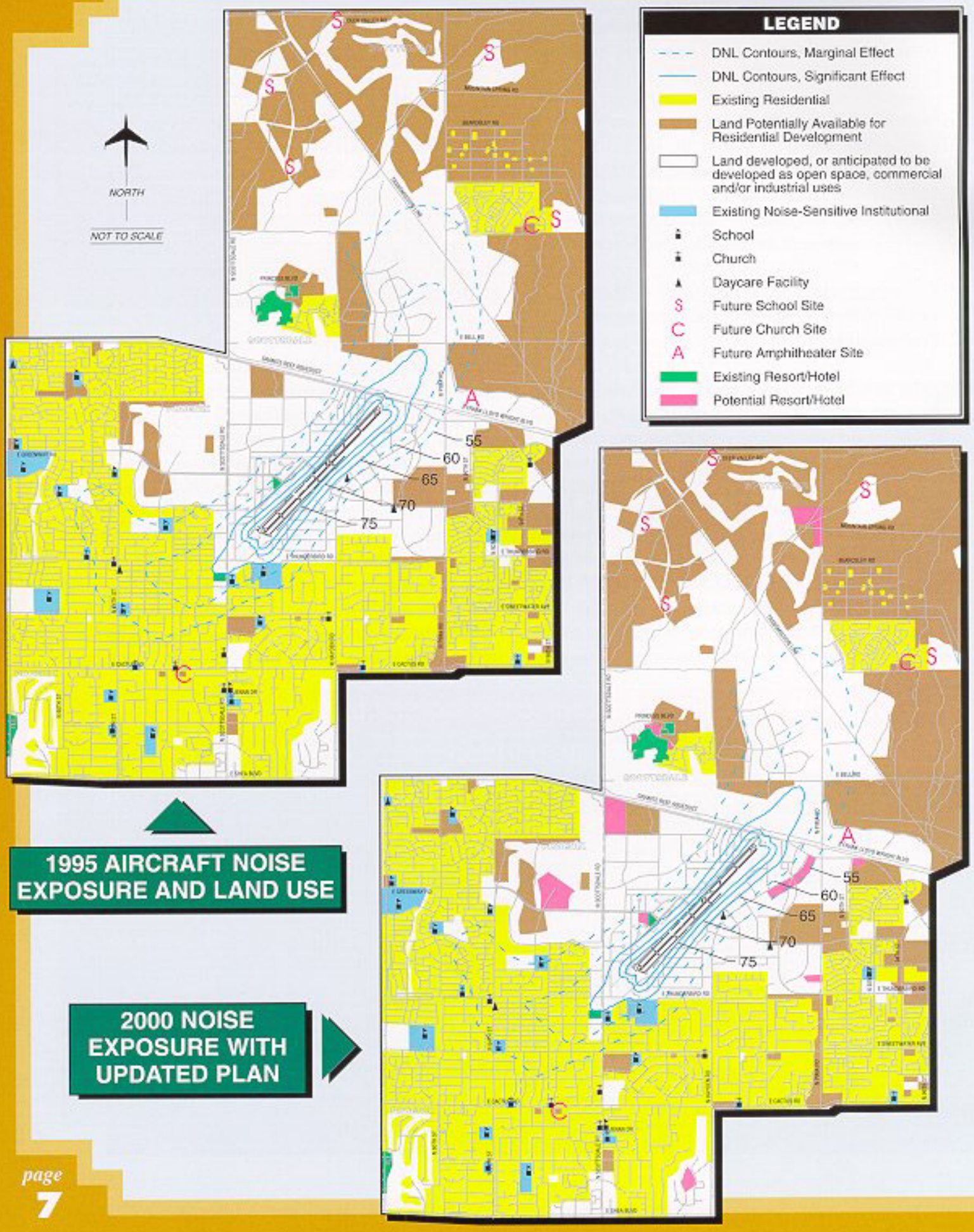
EFFECT OF NOISE ABATEMENT ACTIONS

The maps on the next page show the actual noise contours for 1995 conditions and forecasts for the years 2000, 2005, and 2015 assuming implementation of the updated noise abatement recommendations. The forecast noise conditions for the year 2000 are projected to be virtually the same as the 1995 noise contours, despite a projected increase in airport operations. This is because of the effect of implementing the updated noise abatement measures. The noise contours grow slightly by the year 2005 before dramatically decreasing in the year 2015. The reduction in the noise contours is caused by the retirement of the aging and very loud Stage 2 business jets. As they are retired, they are being replaced by much quieter Stage 3 jets.

Based on 1995 conditions, no residents were exposed to noise above 65 DNL. In the year 2000, the number of residents exposed to noise above 65 DNL is expected to remain at zero with the updated plan compared to six if the updated plan was not implemented. In the year 2005, 14 residents would be exposed to noise above 65 DNL with implementation of the plan compared to 70 without the updated plan. By the year 2015, the 65 DNL contour would be withdrawn from any residential areas.

POPULATION EXPOSED TO SIGNIFICANT NOISE LEVELS (ABOVE 65 DNL)

	WITHOUT UPDATED PLAN				WITH UPDATED PLAN		
DNL RANGE	**1995**	**2000**	**2005**	**2015**	**2000**	**2005**	**2015**
65-70	0	6	70	0	0	14	0
70-75	0	0	0	0	0	0	0
75+	0	0	0	0	0	0	0
Total	0	6	70	0	0	14	0



1995 AIRCRAFT NOISE EXPOSURE AND LAND USE

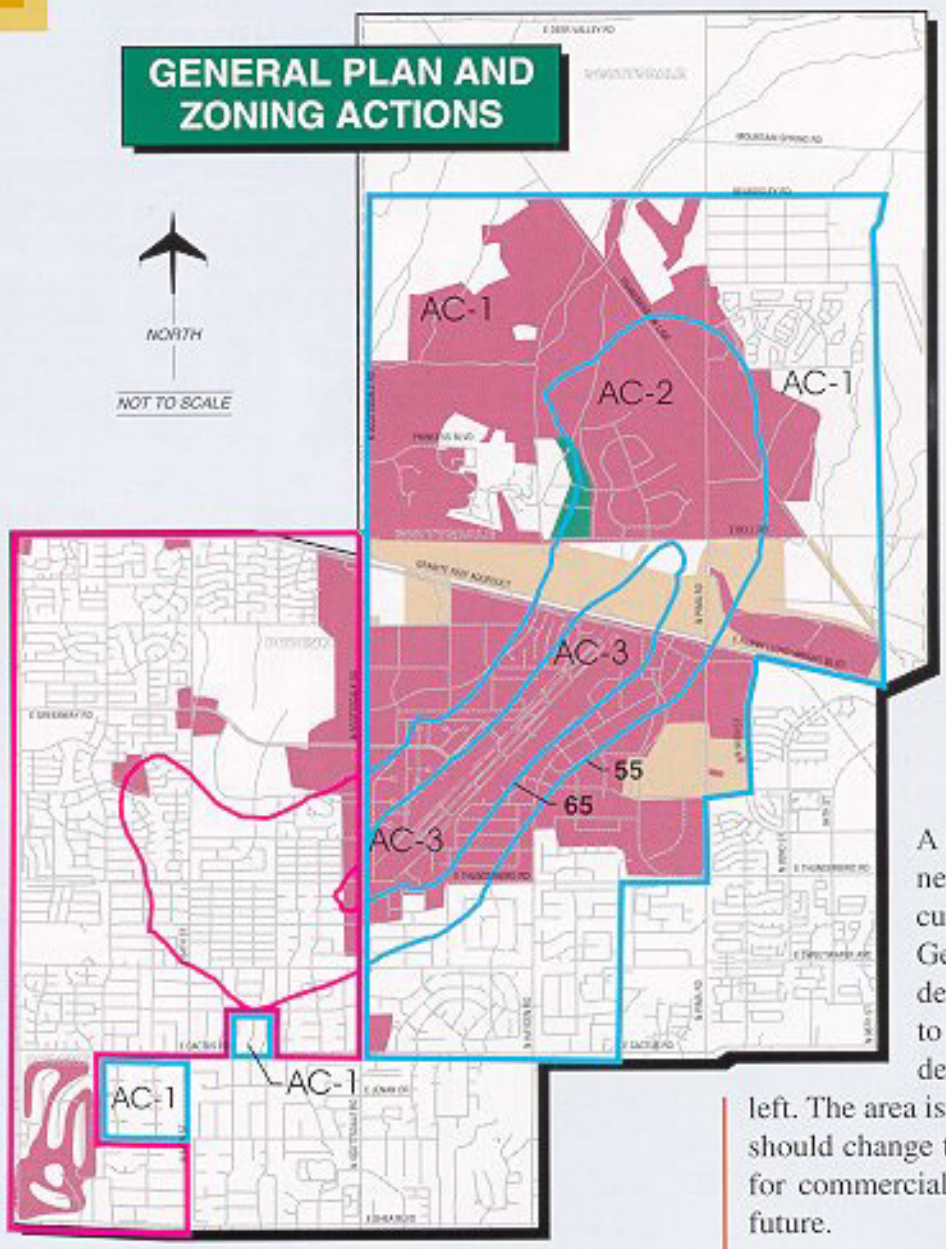
2000 NOISE EXPOSURE WITH UPDATED PLAN

LAND USE MANAGEMENT ELEMENT

The land use management element encourages compatible development in noise-affected areas of Scottsdale and Phoenix. The following land use measures are recommended in the updated Noise Compatibility Program.

1. Establish Airport Influence Area.

Both the cities of Scottsdale and Phoenix have jurisdiction over land within the area affected by aircraft using Scottsdale Airport. Both cities should establish an "Airport Influence Area" around Scottsdale Airport. The area should be large enough to include the forecast noise contours for the year 2005 and areas subject to frequent, low altitude overflights. It also should include the areas from which the most noise complaints have been received in the past. Within the Airport Influence Area, each city should enact a variety of compatible land use policies. These are discussed on the following pages.



2. Scottsdale and Phoenix: Preserve existing General Plan and zoning designations for compatible land uses in Airport Influence Area.

Large areas of undeveloped land near the airport are currently designated for commercial, office, or industrial development. These uses are compatible with aircraft noise. Scottsdale and Phoenix should preserve these compatible land use designations, ensuring that the land is actually developed for compatible uses in the future.

3. Scottsdale: Amend the Scottsdale General Plan to provide for compatible land use on the northeast corner of Bell and Hayden Roads.

A large strip of land on the northeast corner of Bell and Hayden Roads is currently designated in the Scottsdale General Plan for medium density residential development. The area is subject to frequent overflights, including jets departing from Runway 3 and turning left. The area is inside the 55 DNL contour. Scottsdale should change the General Plan, designating this area for commercial, industrial, or open space use in the future.

4. Scottsdale: Rezone areas north and east of the airport for compatible use consistent with the General Plan.

Several large areas within the Airport Influence Area are designated in the Scottsdale General Plan for commercial and industrial use but are currently zoned for housing. To ensure that these areas are developed in accordance with the General Plan and thus remain compatible with aircraft noise, this residential zoning should be changed to commercial or industrial to conform with the General Plan.

5. **Scottsdale: Adopt airport noise overlay zoning within the Airport Influence Area.**

Scottsdale should establish noise overlay zoning within the Airport Influence Area. Three overlay zones should be established, with the boundaries based on the 65 and 55 DNL contours and the outer limits of the Airport Influence Area. Within each overlay zone, different standards would apply. In the outermost zone (between the outer limit of the Airport Influence Area and the 55 DNL contour), the recording of fair disclosure covenants and agreements would be required for new development. Within the next zone, from 55 to 65 DNL, the dedication of noise and avigation easements would be required and sound insulation would be required for new housing. Within the third zone, inside the 65 DNL contour, new housing and other noise-sensitive uses would be prohibited.

To support these overlay zoning requirements, the City also should amend its subdivision regulations to authorize the granting of noise and avigation easements by developers. The City also should amend the building code by adopted sound insulation construction standards.

6. **Phoenix: Through the rezoning process, prohibit new noise-sensitive uses in 65 DNL, require sound insulation between 55 and 65 DNL, and require fair disclosure agreements and covenants in Airport Influence Area.**

Phoenix should use the rezoning process to attach land use compatibility stipulations to property in the Airport Influence Area. The proposed policies include avoiding development of new homes and noise-sensitive institutions within the 65 DNL contour, sound-insulating new noise-sensitive uses within the 55 to 65 DNL contours, and providing for fair disclosure to future property owners of the proximity of Scottsdale Airport. These policies are essentially the same as those recommended for Scottsdale within the airport noise overlay zones. They would be imposed, however, as conditions or stipulations of rezoning approval. (This is consistent with the approach Phoenix has chosen to use around other airports in the City.)

7. **Scottsdale and Phoenix: Adopt project review guidelines for rezoning, special use, conditional use, planned development, and variance applications within the Airport Influence Area.**

Situations will arise from time to time requiring local planning officials to make decisions on potential land use changes near the airport. The adoption of special project review criteria, specifically addressing airport land use compatibility needs, would help to ensure that airport compatibility continues to be addressed in future land use deliberations.

8. **Scottsdale: Encourage fair disclosure of aircraft overflights and noise to potential future property owners in Airport Influence Area.**

Fair disclosure is intended to ensure that prospective buyers of property are informed that the property is or will be exposed to potentially disruptive aircraft noise. In addition to requiring fair disclosure agreements and covenants for new development in the Airport Influence Area, the City also should pursue informal means of promoting fair disclosure. Examples include preparing information materials for the real estate industry, posting signs near the airport noting the presence of aircraft in the area, and keeping the local city planning departments informed about the airport and the airport noise situation.

PROGRAM MANAGEMENT ELEMENT

The success of the Noise Compatibility Program requires a continuing effort to monitor compliance and identify new or unanticipated problems and changing conditions. Five program management measures are recommended.

1. Maintain and enhance the system for receiving, analyzing, and responding to noise complaints. The airport has a well-organized system of recording and responding to noise complaints. It should improve the system by using the City's existing geographic information system allowing the efficient mapping and subsequent analysis of noise complaints.

2. Monitor Noise Compatibility Plan implementation. The Airport Management should check with the local FAA Air Traffic Manager to determine compliance with the noise abatement measures. They should also coordinate in preparing occasional briefings for air traffic controllers. The airport management also should develop informational and promotional materials for pilots to inform them of the various aspects of the Noise Compatibility Plan. The management also may need to arrange for special noise monitoring, noise modeling, flight track analysis, or runway use studies to assess issues that may arise in the future.

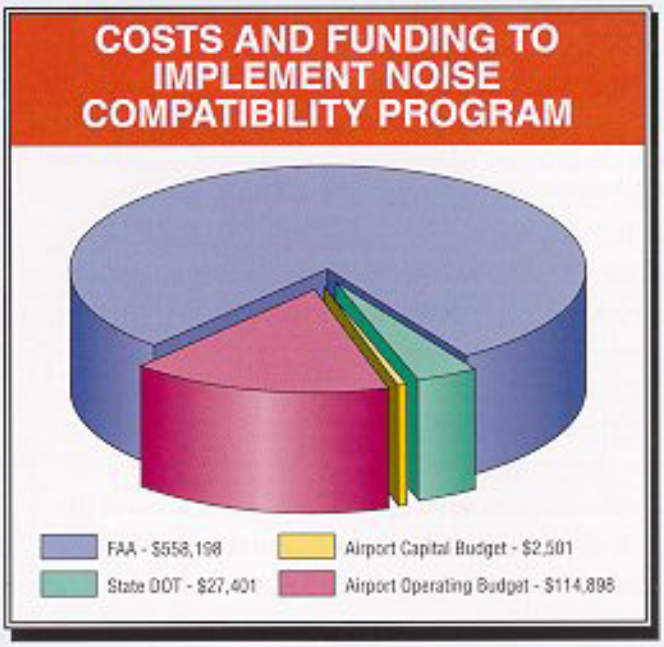
3. Update Noise Exposure Maps and Noise Compatibility Program. The airport management should review the Noise Exposure Maps and Noise Compatibility Program periodically. They should be revised and updated as necessary. This can be anticipated every five to eight years.

4. Broadcast noise abatement information on ATIS. The airport should consult with the FAA in establishing a radio frequency that can be used to broadcast noise abatement information to pilots. This would involve the use of the Automatic Terminal Information Service (ATIS).

5. Purchase portable noise monitors. The airport should purchase three portable noise monitoring systems to use to investigate noise complaints and conduct any needed noise measurement studies.

COSTS AND FUNDING

The cost of implementing the Noise Compatibility Program is $697,000. Approximately 83 percent of the costs are expected to be covered through the Arizona State Department of Transportation and the Federal Aviation Administration's Airport Improvement Program. The remaining costs will be paid with airport revenues.



A CONTINUING COMMITMENT

The City of Scottsdale is committed to promoting the airport as a vital link to the nation's air transportation system for the benefit of the local economy and local citizens. At the same time, noise compatibility remains a high priority with the City. The airport management will continue reviewing the Noise Compatibility Program to ensure it is fully implemented and to look for ways to improve it.

The City welcomes local interest in the airport and in our noise compatibility efforts. Let us know how we are doing. The airport management is available to meet with local service organizations and citizens to discuss your concerns and interests. If you have any questions about the airport, call (602) 994-2321 during normal business hours.

CITY OF SCOTTSDALE AIRPORT

Coffman Associates Airport Consultants